

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

"NANNING," 569 tons, C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow.....Single \$15.00, Return \$25.00.
Canton to Tak Hing.....Single \$12.50, Return \$21.00.
Canton to Samshui.....Single \$7.50.

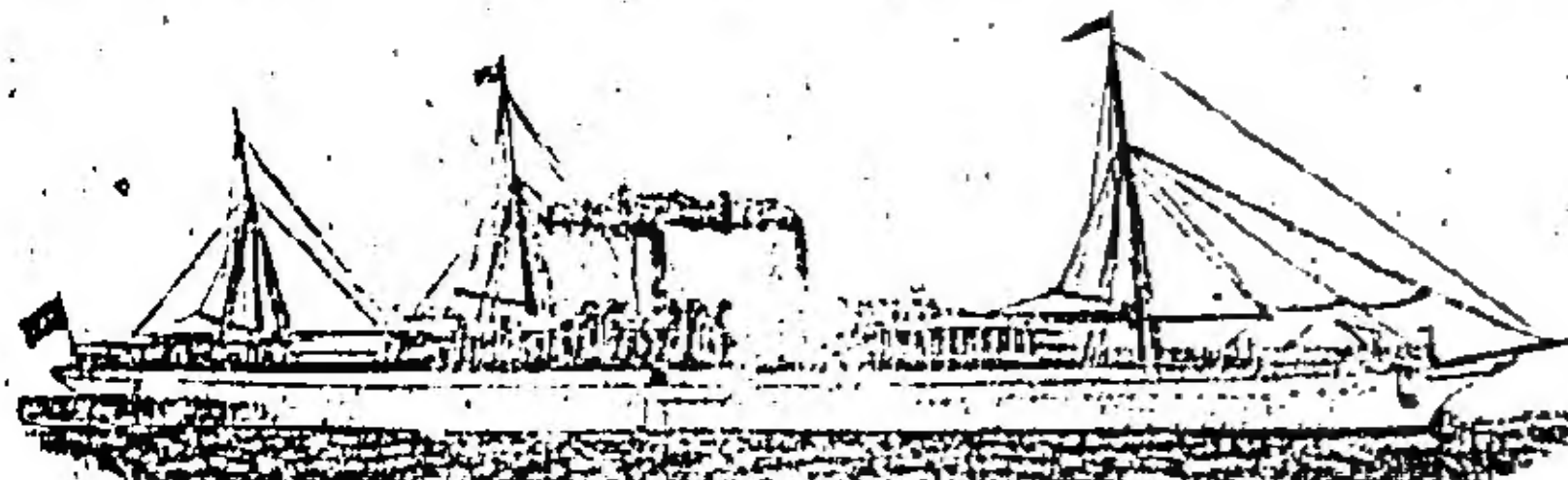
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Manxian, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	4,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPRESS OF CHINA"	4,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	1,400	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	6,000	WEDNESDAY, May 3	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 21st February, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd Feb. } Freight.
LIPERIA	HAMBURG. (Calling at SINGAPORE).	27th Feb. } Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight.
SILESIA*	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Fully qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 20th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 28th day of February, 1906, at Noon, the Steamship ZIETEN, Capt. F. von Binner, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	FRIDAY, 2nd March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 14th March.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 14th March.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from New York to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 20th February, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON, TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	2 days earlier.	PLYMOUTH (London 1 day later).

	Tons.	Noon, Saturday.		Tons.	Saturday.	Friday.
ARCADIA	7,000	Feb. 10...	BRITANNIA	7,000 ...	Mar. 10...	Mar. 16
DELHI	8,000	Feb. 24...	MOLDAVIA	10,000 ..	Mar. 24...	Mar. 30
DONGOLA	8,000 ...	Mar. 10...	MONGOLIA	10,000 ...	April 7...	April 13
DELTA	8,000 ...	Mar. 24...	MOULTAN	10,000 ...	April 21...	April 27
OCEANA	7,000 ...	April 7...	MARMORA	10,500 ...	May 5...	May 11

ARCADIA 7,000 April 21 VICTORIA 7,000 May 20 May 26
DEVANHA 8,000 May 5 HIMALAYA 7,000 June 3 June 9
DELHI 8,000 May 19 INDIAN 8,000 June 17 June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUE AT LONDON
		About	About
† JAPAN.....	4,500	Feb. 14	Mar. 31
† SUMATRA.....	5,000	Feb. 28	April 14
† NUBIA.....	6,000	Mar. 14	April 28
† JAVA.....	4,500	Mar. 28	May 12
† FORMOSA.....	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

"SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent,

Hongkong, 5th January, 1906.

[1]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports, THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUJING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG	JAPAN	Second half February	JAVA PORTS	Second half February
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN.Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 6th February, 1906.

[15]

Intimation.

Powell's.

ALEXANDRA BUILDINGS.

UPHOLSTERY
DEPARTMENTIS UNDER THE
PERSONAL
SUPERVISIONOF
COMPETENT

AND

PRACTICAL
MENFROM THE
LEADING
LONDONAND
PROVINCIAL
FURNISHING
HOUSES.THE
WORKIS
GUARANTEED
TO BE OF THE
HIGHEST
CLASS ONLY.

POWELL'S

HONGKONG.

Hongkong, 15th February, 1906.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 24th February, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, and electing a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, 20th February, until SATURDAY, 24th February (both days inclusive).

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th February, 1906. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1906. [174]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, King's Buildings, Connaught Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock (Noon), to receive a Statement of Accounts to the 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th February, 1906. [228]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the Tenth day of March, 1906, at 12 o'clock Noon, when the Resolutions set out below which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITTALL,
Secretary.
Hongkong, 16th February, 1906.

RESOLUTIONS.

1.—That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 130, namely:—130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

2.—That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders at the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for by or presented to the Shareholders in respect of Article 130 as this day substituted. [238]

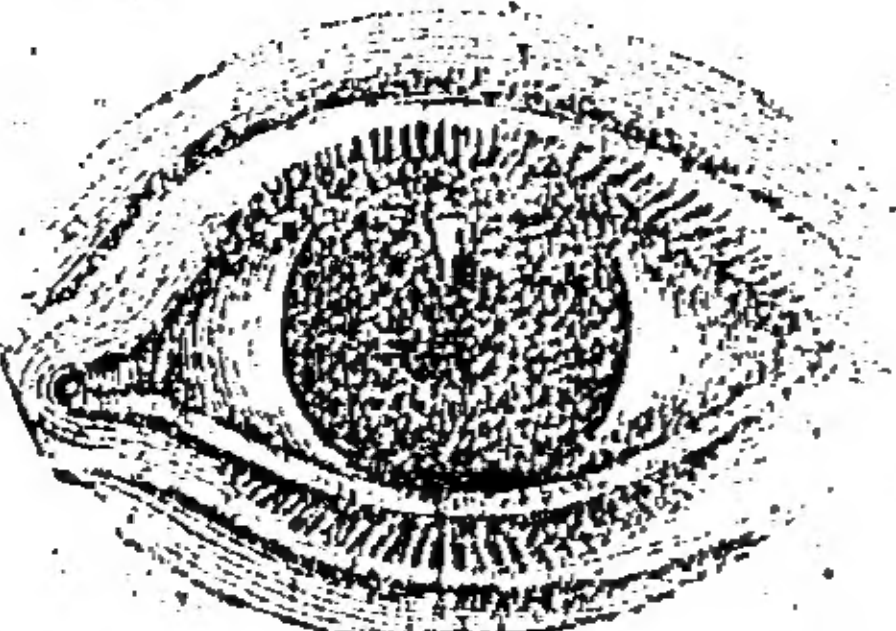
THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after FRIDAY, the 16th February, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 15th February, 1906. [233]



N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905. [42]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [181]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the 10th, to the 24th day of February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [182]

Entertainments.

THEATRE ROYAL, HONGKONG.

Lessee & Manager: MAURICE E. BANDMANN.

FOR A SHORT SEASON ONLY.

IMPORTANT ENGAGEMENT OF THE WORLD

RENOVED

BANDMANN OPERA CO.

UNDER THE PERSONAL DIRECTION OF

MAURICE E. BANDMANN,

And by special arrangement with

MR. GEORGE EDWARDS

And the Gaiety Theatre, London.

FRIDAY, Feb. 23rd, and SATURDAY, 24th.

The present Great Prince of Wales' Theatre, London, Success, the Excellent Musical

Comedy

LADY "MADCAP,"

Still crowding the Prince of Wales' Theatre, London.

MONDAY, Feb. 26th, TUESDAY, 27th, and

WEDNESDAY, 28th,

NIGHT AND MATINEE.

For the first time in the Far East. Production

on a most gigantic scale of Mr. BANDMANN'S

first Calcutta Pantomime

"ALADDIN"

(AND HIS WONDERFUL LAMP),

Written by HICKOKY WOOD (author of Drury

Lane Pantomimes) Music and Lyrics, arranged

by Warwick Major. The entire production

carried which ran for Ten Nights and Two

Matinees at the New Opera House, Calcutta.

SPECIAL MATINEE, Wednesday, Feb. 28th,

at 3.30, at Popular Prices,

\$2, \$1 and 50 cents.

THURSDAY, March 1st.

The record of the last London Season, the

exceedingly funny Musical Comedy

"MY LADY AND THE GAY,"

Which ran for 700 Nights at the Lyric and

Adelphi Theatres, London.

Prices of Admission \$3, \$2 and \$1.

Seats can now be booked. Plan at ROBIN-

SON PIANO CO.

Doors Open at 8.30. Commence usual time.

Hongkong, 13th February, 1906. [230]

AN ORGAN RECITAL

will be given in

S. JOHN'S CATHEDRAL

by

MR. DENMAN FULLER, F.R.C.O., L.R.A.M.,

ON

TUESDAY,

February 27th, at 5.30 P.M.

The programme will consist of Organ Ar-

rangements and Two Motets by the Cathedral

Choir.

Collection in aid of the Cathedral Choir

Fund.

Hongkong, 17th February, 1906. [240]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN AND CHINESE RISKS at

CURRENT RATES. SIEMSEN & Co.

Hongkong 28th May, 1895. [158]

For Sale.

FOR SALE.

A BROWN WATER (MARE) "KITTY"

and a double set of Harness, complete,

in good order and condition. Also a Second-

hand VICTORIA for Single or Pair Horses.

Can be seen any day at Kennedy's Horse

Repository, Causeway Bay.

No reasonable offer refused.

Apply— "A. B."

c/o Hongkong Telegraph.

Hongkong, 7th February, 1906. [212]

DEATH OF A CHINESE
CONSULAR OFFICER.

The death is announced of Mr. G. J. L. Litton, British Consul at Tengyueh, an officer to whom the mercantile community of Rangoon have been deeply indebted for his earnest labours in Yunnan on their behalf. No details have been received, but it is understood Mr. Litton died of fever on January 9th, on the eve of his departure on well-earned leave. Mr. Litton, who was thirty-six years of age, was educated at Eton and at Oriel College, Oxford, and entered the Colonial Civil Service in 1891, first serving in the Straits Settlements where he was a Chinese cadet. He was then transferred to the China Consular Service with a Civil Service certificate under clause VII. of the Order of Council of 1870 on December 5, 1895. He was promoted to 2nd Class Assistant in 1897, and was Acting Consul at Chungking from April 1, 1898, to March 19, 1899. In 1899-1900 he was attached to the Burmese-Chinese Boundary Commission and was then posted to Tengyueh. Mr. Litton had a high reputation in the service, and his premature death will be deeply deplored.

While Mr. Litton was attached to the Burmese-Chinese Boundary Commission he nearly lost his life. Accompanied by Major Kiddle, of the R.A.M.C., and Mr. Sutherland an official of the British Shan States, Mr. Litton visited the market of Mengtong. They were unexpectedly attacked by a number of Was (a savage tribe of head-hunters), armed with swords and guns. Mr. Litton was knocked senseless, but was eventually saved by the bravery and presence of mind of a Chinese soldier, his two companions were killed and their heads borne in triumph to the village of a Wa chief. Reprisals followed, the escorts of the Chinese and British commissioners acting in concert, and about 60 Wa villages were destroyed.

PAY-DAY ON THE PANAMA CANAL.

THE UNLOADING OF A TRAINFUL OF MONEY.

No more interesting scenes could be imagined than those in the various camps on the Panama Canal, when the great army of labourers employed by the United States Government are paid their wages from a special train filled with money—chiefly bags of a thousand dollars each, weighing about sixty pounds. The skilled white labourers and office employees, about 2,500 in all, receive their pay once a month, amounting to about \$50,000, in much the same way as ordinary Government clerks are paid in Washington. Of the labourers, however—largely Jamaican negroes—there are at present 15,000 at least, and they draw about \$120,000 a month in fortnightly payments.

One might think that the pay-clerks in their train-load of specie would feel uncomfortable among this army of dusky giants, especially when the train halts in some small tropical camp and great sacks of silver are unloaded in the jungle. The other day at Panama, a saw sixty thousand dollars put in "silver" men" working at Tabernilla, San Pablo, Cristobal, Gatun, and Bohio. Some Jamaican coloured police were watching the negro boys bring out the sacks of silver, and others stood by the waggon wheels while the money was put on.

"Sixty," exclaimed Mr. Waldrop, the chief cashier. A policeman climbed on to each truck, the whips cracked, and off went the teams of mules, with the cashier and pay clerks bringing up the rear in cabs. Mr. Waldrop, a thousand-dollar bag unrolled on the railway station, where altogether there must have been nearly two tons of coined silver. The pay clerk is, of course, specially constructed, and three lines of labourers face its side doors. These are in pairs, and the men climb up on the car trucks to one of the double doors, receive their money, pass out at the other, and leap down.

The pay-counter runs the entire length of the car, close to the doors, and only one man can stand in front of it at a time. Each applicant presents a pink pay certificate giving his number, the amount of wages due to him, and the signature of an official, who certifies that the bearer is the proper person to pay and has given a receipt by signing his name on the certificate.

For further security the labourer shows his diamond-shaped metal tag with his number stamped on it. This usually hangs from his belt, but at the pay counter he holds it up in his left hand, puts down his certificate, grabs off his hat, and holds it out for the shower of silver. The pay clerk compares the numbers, glances at the signature, and then reaches under the counter, and throws rolls of coin and loose silver into the extended hat.

The rolls usually contain twenty-five dollars done up in packages by Chinese boys whom the disbursing office, after having tried white clerks and gulls, have found to be the most rapid and accurate money counters on the isthmus. These will count and roll up in \$5 packages over \$5,000 worth of silver dollars in a day and never make a mistake. These two Chinese boys have counted and wrapped millions of dollars, and not one package has ever been found wrong. Their pay is about \$15 a month.

The scene in the travelling pay train is most interesting. The Canal labourers are paid at the rate of eight a minute at each door, or twenty-four a minute for the entire car. This rate can be kept up, provided no forged or imperfect certificates are presented. Forgeries there are, of course, but of a very stupid kind. Thus three dollars will be altered into thirteen in the figures on the order to pay and not in the receipt. Detection and arrests occur every pay-day.

These Jamaican negroes would never dream of stealing money from the pay car in the ordinary way, but such of them as are not wholly illiterate simply glory in trying to demonstrate to their less "cultured" brethren what a valuable thing "education" is, and how it can be turned into money.

On goes the pay train into the jungle at Tabernilla and Gatun, as well as the smaller camps, where the negroes, after getting paid, run screaming with delight into the bush, and play like children or monkeys with the glittering silver. The matter of currency in the isthmus is most intricate. Heavy Mexican dollars are furnished by the Panama Government to the Canal paymaster for the "silver" men; but the "gold men" are paid on the fourth of every month in different currency altogether. The pay certificates are returned to the divisions for distribution once more to the men; and the time-books, time-rolls, and pay-rolls are sent to the disbursing officer to be checked and examined.

This official is under heavy bonds, and must audit every figure on the rolls. He is therefore obliged to go carefully over 35,000 names on the 1,700 big sheets every month, before he will pay out a dollar. In a few weeks' time thousands of other labourers will be imported into the isthmus, when the actual work of "making the dirt fly" begins, and then the pay-train will be longer and its staff larger than ever before.—P. M. G.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. the Harbour Master, to sell by PUBLIC AUCTION, TO-MORROW, the 22nd February, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, FIVE CASES RIFLES AND EXPLOSIVES. N.B.—Inspecting Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st February, 1906. [232]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON SATURDAY, the 24th February, 1906, at 11 A.M., at No. 9A, Praya East, (the property of a Gentleman who is leaving the Colony), SUNDRY HOUSEHOLD FURNITURE,

Comprising:—TEAKWOOD SIDEBOARDS with BEVELLED GLASS, BRASS-MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, VIENNA CHAIRS, SHANGHAI BATH, COOKING STOVE and UTENSILS, &c., &c., &c.

Also One COTTAGE PIANO by Robinson Piano Co., Ltd., AND One GRAMOPHONE and MUSICAL BOX combined with Records. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th February, 1906. [256]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 24th February, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY

HOUSEHOLD FURNITURE, Comprising:—

NEW DOUBLE BRASS BEDSTEADS, a quantity of CANTON BLACKWOOD WARE, CARPETS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLE, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, E.P. GLASS and CROCKERY WARE, &c., &c., &c. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th February, 1906. [257]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION, ON MONDAY, the 26th February, 1906, at 11 A.M., at the Central Police Station's Compound, SUNDRY OBSOLETE AND CONDEMNED STORES,

Comprising:—RICE, SUGAR, OLD METAL, CLOTHING, &c., &c., &c. ALSO A quantity of SILVER, GOLD and DIAMOND JEWELRY.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 16th February, 1906. [239]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peng Chau Island, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.				Area in Acres.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
1	Peng Chau Island Lot No. 1	Peng Chau Island, New Territory.	As per plan				About 45 acres.	\$25	1,500

Hongkong, 17th February, 1906. [244]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of February, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from the 22nd day of January, 1906, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.				Area in Square Feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
1	Kowloon Island Lot No. 1	At the foot of the hill, Kowloon Island, N.E. 1/4.	106	63	110	237	19,018	\$52	7,613

Hongkong, 17th February, 1906. [245]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

THE HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE 5 PER CENT. DISCOUNT ALREADY ADVERTISED, FURTHER REDUCTIONS

Have been made from this date IN THE PRICES of many of the following:— PATENT MEDICINES, INFANTS' FOODS, SOAPS, PERFUMES.

WE MAINTAIN THE LARGEST and MOST COMPLETE STOCKS of these GOODS in the Colony, and our Stocks being frequently turned over, ensures all Goods being FRESH and in the BEST CONDITION.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,

ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

Hongkong, 20th January, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 21, 1906.

THE IMMENSE WEALTH OF CHINA.

An assertion repeated at frequent intervals usually becomes an accepted fact in course of time, and the reformer who harks back to the actual condition of things may be treated with derision. But a report compiled by an official of the standing and ability of Mr. George Jamieson, C.M.G., formerly the British Consul-General at Shanghai, cannot be lightly disputed, and such a report has just been issued by the Foreign Office under the title, "Land Taxation in the Province of Honan." It has been customary to assert that China is a poor country, with vast undeveloped resources, but still poor. When the Powers demanded an indemnity after the war there were constant representations that China could never pay anything in the nature of an exorbitant demand, and the United States was magnanimous enough to forego her claim to any indemnity. The Mackay Treaty, indeed, bears evidence that the comparative poverty of China was a basic consideration of those who framed its provisions, the great idea being that the Chinese Government should support, or, at least, should not hamper or hinder, companies formed to develop the Middle Kingdom by the instruction of modern methods. In the light of these facts, an illuminating and remarkable report is that published by Mr. George Jamieson, and it deserves more attention than is usually devoted to the "blue" books of the Diplomatic and Consular service. In 1897 Mr. Jamieson wrote a report as to the incidence of the land tax in China, by far the most important of the many taxes imposed. Now he has collated additional information which has been obtained from the official reports printed in the Peking Gazette, but no reliable figures of the sums received from the peasantry could be gathered. Now, however, Mr. Jamieson has investigated the conditions in Honan, as illustrated by the taxes imposed on the Peking Syndicate, which in 1898 secured the right to build a railway to connect its mines with navigable waters and, for that purpose, to acquire by purchase the necessary land. The Syndicate proceeded in 1902, after the Boxer trouble, to acquire land to the extent of 1,500 acres from some 6,000 landowners. They purchased the land outright, becoming ordinary proprietors under native tenures, and subject to the same taxation as Chinese landowners. In due course they were required to pay land taxes; and in 1903 and 1904 they met the official requirements. The Peking Syndicate acquired 9,216 1/2 mou— a mou being, roughly, a sixth of an English acre—and their annual taxes amounted to 1,734.88 Kuping taels—a Kuping tael being 11 per cent. better than the Shanghai tael, or about three shillings in English money. From that, Mr. Jamieson works out his calculations of the land tax returns in Honan. The land tax seems to date from 1710, but by surcharges and exactions the original tax has been doubled or quadrupled. And in this connection Mr. Jamieson may be quoted:—"It may be noticed in passing with what extreme accuracy calculations were made in those days when figures were worked out to the seventh decimal. One wonders by what extraordinary arithmetic the land tax came to be fixed at exactly 0.0368355 taels per mou, or in what conceivable coin the unhappy cultivator paid down to, say, the ten thousandth part of a farthing." When the surcharges rise beyond the means of the peasants a riot occurs, only to be settled by a compromise arrived between the magistrate and the settlers. However, without going into details as to how the authorities work a "squeeze" by adopting for calculating purposes a theoretical coinage and converting that into copper cash at an arbitrary rate, and then reconverting it into current cash—whereby 70.657 taels becomes 166.20 taels—we come to Mr. Jamieson's consideration of the return from the land tax in Honan. That province is taken as typical of China—good plains land in a high state of cultivation. "The area of Honan province is about 60,000 square miles. Assuming that two-thirds of this is under cultivation, the taxable area would be over

25,000,000 acres, or at 6 mou to the acre, say 150,000,000 mou of ground." The area actually registered as cultivated is given as 63,986,185 mou—which is taken on the authority of the returns of 1812. But that amount must have more than doubled in a century. On the basis of 150,000,000 mou the sum levied on the people would be well over 28 million taels—"a sum which is not very far short of what is now returned for the whole Empire of China." Mr. Jamieson proceeds: "Compared with the insignificant sum of less than 3,000,000 taels now returned by the province of Honan, these figures may well seem incredible, but I simply state facts as I find them." But taking the 1812 returns of cultivated land the tax collected on land would still amount to over 12 million taels. Where does the odd 9 million disappear to? Of course there is only one possible assumption; it goes into the pockets of the officials en route to the chief officials and to Peking. So that three-quarters of the total sum collected is sheer wastage, to describe it by no stronger term. Taking the whole Empire of China the proceeds from land taxation alone should amount to 451 million taels—or on the basis of Sir Robert Hart's calculations 450 million taels. "The experience of the Syndicate's railway in Honan shows an average yield of 0.1882 taels, or nearly double the sum at which Sir Robert Hart puts it, so that if the present levy is only continued there should be 400,000,000 taels forthcoming for Imperial purposes, and yet a very large sum left over for costs of administration and other provincial purposes." Naturally, the conclusion is that China is very far from being bankrupt; and if the Chinese Government would only see it they should reap an annual income from land taxation nearly twenty times larger than they do at present.

BRITISH CHIVALRY.

One is reminded by a case which cropped up in Court yesterday that, all things considered, the Briton can scarcely claim to be a chivalrous individual. It is true that at one time he would scour the country with, over one eye, a patch which could only be removed when the knight had performed some act of valour; or a glove at his throat only to be pocketed when he had slain some equally quixotic adventurer. But these were only emblems which gave permission for unbridled license. The fair ladies of a past age were supposed to admire the gallant who committed excesses, who challenged all and sundry to sanguinary conflict, in their name. Elizabethan "brave" was a word to his mistress by fancy names such as "my sun-dazzling serenity" or some similar fantasy which betokened, one would imagine, a weakening of the brain. Nowadays, the chivalry of the ordinary male begins and ends with the offering of a seat in a crowded car, and even that is done with bad grace. When it comes to granting rights to women the Briton is woefully slow to act. Out in the East no married woman has any legal rights to her own property—the husband is supreme lord, and can make ducks and drakes of it if he feel so inclined. There is no divorce law, no breach of promise law, and it is doubtful if women have any sort of vote whatever. In yesterday's case, a schoolmaster was arrested for taking to wife a woman who already had a husband. It turned out that the real husband refused to maintain his wife. In these circumstances the schoolmaster and his wife were allowed to go with a sort of warning not to do it again, but were any steps taken against the real bona-fide husband? He wasn't even considered, his marital duties having apparently ended when the other man "stole" his wife. The decision of the Magistrate in this case was one that commended itself to all parties. The schoolmaster and the lady were satisfied, and the relieved husband will, no doubt, be satisfied, so that the judgment is one which might have been delivered by Solomon. But it would be interesting to contemplate what would have happened had the woman "stolen" another wife's husband.

LOCAL AND GENERAL.

DENSE fog is reported as prevailing outside the harbour, which is considerably interfering with the maritime traffic in and out of this port.

The captain of the s.s. *Vesta* reports that on Sunday he passed a quantity of wreckage and matting and a spar about 15 inches in diameter and 50 feet in length, in lat. 20° N. long 113° E.

MARTIN Schrau, a seaman of the s.s. *Brekenberg*, was fined \$3 this morning at the Police Court by Mr. F. A. Hazeland for being drunk and disorderly at East Point last night.

ANOTHER case of plague was reported in Hongkong to-day. The victim was a Chinaman residing in Queen's Road West. This is the 23rd case which has occurred in Hongkong this year.

The master of the s.s. *Java* reports that passing in lat. 20 deg. N., long. 113 deg. 40' E. on Sunday, 18th inst., he passed a quantity of drift wood, bamboo and matting, also a square spar about 15 in. wide by about 50 ft. long.

DON Miguel Velasco, chairman of the advisory board and ex-officio member of the municipal board of Manila, arrived in Hongkong yesterday, accompanied by Sra. de Velasco and family. It is stated that he will spend a month in Hongkong.

It is rumoured that the various hotel proprietors of Singapore have under contemplation the reduction of their rates on a uniform scale in harmony with similar action of the leading European firms, since fixity of exchange has become an accomplished fact.

In connection with the Tanjong Pagar Dock Arbitration, the London correspondent of a Singapore contemporary says that it is whispered that there was no great necessity to send Sir Michael Hicks-Beach to Singapore. There will, therefore, be a lively debate in the Legislative Council when the bill for all this business comes up for settlement.

THERE was a remarkably light docket at the Police Court this morning, which must have been a record, for it did not tax the energies of their Worship for more than a short half hour. Either crime is on the decrease in the Colony or "Bobby's" excessive zeal is instilling the fear of the law into the hearts of the criminal classes.

By kind permission of Lt.-Col. Atkin and Officers, the Band of the 19th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, 22nd February, (weather permitting):—
March, "The Austrian".....Novotny
Overture, "Le Dieu et la Bayadere".....Auber
Valse, "La Gitana".....Bucalossi
Selection, "La Perichole".....Offenbach
Two-Step, "Laughing Water".....W. Hager
Spanish Serenade, "La Paloma".....Yradier
God Save the King.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, an Indian sued a compatriot for the recovery of a sum of money as being money lent by the plaintiff to the defendant. Mr. R. Gardiner, of Mr. O. D. Thomson's office, who appeared for the plaintiff, stated that the claim had been made for money lent, but it should have been made for money obtained by defendant on behalf of plaintiff, and Mr. Gardiner asked leave to amend the plaint accordingly. His Honour said he could not allow such amendment without the consent of the other side. The defendant refused to consent to the amendment and the case was dismissed with costs, but with leave to the plaintiff to bring another suit.

THE *Times* has taken the subject of the sale of the Philippines up in a very serious editorial in which it declares that there is reason to give the report every credence. That paper declares that the American people deeply regret having acquired the islands and nothing would be more satisfactory than for Japan to relieve the United States of the undesirable burden. Continuing, the *Times* points out that successful colonial enterprise has proven a failure under republican institutions and that the administration of the Philippines should be left to the Japanese. The *Times* claims that the opportunity to get rid of the islands should not be overlooked and gives as its opinion that a deal is surely now on to sell the islands to the Mikado.

THE carelessness of a "lily-footed" Chinese woman resulted this morning in an accident which might have been attended with very serious results, and may yet lay the woman *hors de combat* for a while. As tram car No. 16 was rounding the bend just before Harbour-mast's office, the woman wanting to alight, instead of waiting for the car to stop, stepped off as it was slowing down, and, as usual, stepped off the "wrong way". Her feet were no support to her and the result was that her face came into violent contact with mother earth, much to the detriment of the former. When picked up by a bystander she was found to have sustained a nasty cut just beside the right eye, which bled profusely, as well as cut lips, and bruised arms and legs. She appeared utterly dazed by the shock but after sitting a while on the side walk to recover her senses, she suffered herself to be sent to the Government Civil Hospital. Of course, the usual inquisitive crowd quickly congregated, and the remarks heard from some of the gapers were somewhat more personal than sympathetic.

STRIKE IN MANILA.

A strike has been in progress in Manila among the native cargo handlers, but the stevedores are hopeful that the situation will soon be "well in hand."

The work of discharging the steamer *Treant* was performed by 67 coal heavers secured from Cavite. The after hatches of the vessel were worked by 66 members of the crew, including cabin boys, stewards and firemen, and the work was reported by Captain Sherman to be progressing satisfactorily. The *Treant* will sail on time.

The steamer *Shimura* was also being discharged rapidly by scabs from across the bay. A gang of fifteen men to discharge the cargo of the steamer *Tean* was secured without difficulty. The Chinese crew aided in the work and there was no delay in dispatching the vessel.

The rice steamer *Kanpai* was also discharged by the crew and work on the coal steamers was progressing uninterruptedly. It was the consensus of opinion when last mail left that the strike had passed the zenith and that by Monday morning the regular forces of cargo handlers will be back to work.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 21st at 12.5 p.m. The barometer has fallen slightly over S. China, where pressure remains low for the time of year.

Returns from the North are entirely lacking. Moderate S.E. and variable winds are indicated in the Formosa Channel and the N. part of the China Sea.
Forecast:—moderate S.E. or variable winds; showery, fog at times.

HAPHAZARD STREET REPAIRING.

ICE HOUSE STREET "UP" AGAIN.

It is interesting to observe, remarks a correspondent, that Ice House Street is "once again in a state of upheaval. Somewhat less than a couple of months ago, when the weather was at its worst and mud reigned supreme, the Telephone Company, or perhaps it was some other concern, had the street in disruption. Now they are at it again. One side of the thoroughfare is "up" to the depth of about three feet, and the coolies are working away in that methodical leisurely way which is so exasperating. It would not matter so much if Ice House Street were a bye-lane or an unused alley. But it is probably the busiest thoroughfare for its size in all Hongkong. It is the connecting link between Queen's Road and all the principal offices in the city. Stockbrokers, and business men generally, are rushing up and down the miserably narrow street at all hours of the day—continually, in fact. In ordinary seasons it is just possible for two rickshaws skilfully steered to pass each other, and even then there is some element of danger in the operation. But when the street is under repair it is practically impossible to avoid a collision. Even if the passing vehicles manage safely to negotiate the passage, the occupants are in such fear and trembling of a spill, which would in all probability result seriously, that their nerves are all awry for hours afterwards. Now why should it be necessary to be perpetually tinkering with Ice House Street? If the gas people, the Public Works Department, the Telephone Company and all the others who are at liberty to open the street at their own sweet will were to arrange matters the street need not be opened up once in a blue moon. But as it is they all act independently and seem, indeed, to take a pride in following in each other's footsteps. It is really too bad. Now that the Hon. Mr. Pollock seems to be taking the streets and roads under his wing he might give some of his attention to this matter. If he managed to secure some improvement in the present methods of dealing with Ice House Street he would earn the gratitude of all who have business in the vicinity of the banks.

SENTENCED TO DEATH.

In the case Chau Kam, Wong Sing, and Ho Ah Wong, charged at the Criminal Sessions, yesterday, with the murder of Chau Ben Chan, alias Choi Ming Chan, excise officer at Tai-po, on the 3rd inst., Counsel having addressed the jury, and His Honour the Chief Justice, Sir Francis Piggott, having summed up, the jury at 5.45 p.m. returned a verdict of guilty against all the prisoners, and the latter were thereupon sentenced to suffer the death penalty. This closed the Sessions.

JAPANESE SHIPPING.

A PLETHORA OF TONNAGE.

THE Japanese shipping owners in this country, says the *Japan Chronicle*, are meeting with hard times in consequence of the remarkable increase in tonnage following the release of transports from the Government service. One way of employing vessels is the extension of services, and the Osaka Shosen Kaisha has decided to increase its capital with the double object of extending its service and reducing its dependence on the Government. The Union of Steamship Owners has on foot a scheme to incorporate themselves into one large steamship company, and the Nippon Yusen Kaisha has called a meeting of managers of branch offices at Hongkong and other ports in the East to consider the measures to be taken in consequence of the withdrawal of the Government subsidies to the Bombay line and the coasting trade of the Empire. In the past twenty years the merchant shipping in Japan has, as we all know, grown up from little or nothing. In 1893 the tonnage of the mercantile marine was 180,000; in 1896 it was 320,000 following the war with China. Since then the figures have continued to increase, and in 1903 stood at about 660,000. There was another rapid increase during the late war, and the aggregate tonnage now stands at over 930,000. The Nippon Yusen Kaisha fleet consists of 75 vessels with an aggregate tonnage of 260,000; the Osaka Shosen Kaisha fleet numbers 97 vessels with an aggregate tonnage of 92,000; and the fleet of the Union of Steamship Owners, 171 vessels with a total tonnage of 313,000. Besides these many steamers are owned by the Kwansai Union of Steamship Owners, the Mitsui Bussan Kaisha, the Hokkaido Colliery and Railway Company, and others. The increase in shipping has naturally resulted in competition, which in turn is causing a rapid decline in freight rates. How long the present unfavourable conditions will last is a question. It is, however, expected that the situation will improve in a year or so. Returns made by the Department of Communications show the total number of vessels in Japan on the register at the end of last year to be as follows:—

STEAMERS.		Registered tonnage	
	No.		
Between—			
20 and 100 tons, gross, ...	643	16,085	
100 and 300 " " " " " "	248	24,661	
300 and 500 " " " " " "	89	21,080	
500 and 1,000 " " " " " "	118	51,641	
1,000 and 2,000 " " " " " "	123	118,310	
2,000 and 3,000 " " " " " "	96	150,820	
3,000 and 4,000 " " " " " "	39	84,712	
4,000 and 5,000 " " " " " "	11	32,506	
5,000 and 6,000 " " " " " "	3	16,588	
6,000 and 7,000 " " " " " "	18	68,315	
Above 7,000 " " " " " "	1	4,627	
Total	1,391	589,349	

SAILING VESSELS.		Registered tonnage	
	No.		
Between—			
20 and 100 tons, gross, ...	2,480	151,287	
100 and 300 " " " " " "	1,213	153,809	
300 and 500 " " " " " "	2	1,457	
500 and 1,000 " " " " " "	2	1,609	
Above 2,000 " " " " " "	1	1,418	
Total	3,698	309,242	

Besides the above there were 1,135 sailing vessels which are measured in *ton*.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BRITAIN'S REQUEST.

NANNING WANTED AS OPEN PORT.

Shanghai, 21st February, 1.45 p.m.

Sir Ernest Satow, the British Minister to China, is reported to be urging the Waiwupu to declare Nanning an open port.

[Nanning is a city of the first rank in China, and occupies an important position in the province of Kwangsi. It has been described as the most important city above Wuchow and has a large population. It does a considerable business in exporting star aniseed and aniseed oil, Yunnan opium, sapan wood, sugar, ground nut oil, copper, lead and iron. Formerly the export trade was chiefly directed towards Pakhoi. For some time past there have been strong efforts to induce the Chinese authorities to open Nanning to foreign trade, and now that Sir Ernest Satow has taken the matter in hand it may be hoped that the pressure brought to bear on the Waiwupu will have the effect of making Nanning an open port. There is no doubt that if Nanning were opened up to trade it would have a perceptibly beneficial effect on Hongkong's connections in the West River.—Ed., H. K. T.]

[Straits Times.]

Chinese Missions.

London, 13th February. The *Times*, discussing a letter from its Shanghai correspondent, who suggests that the main object of the Chinese Missions to America and Europe is to obtain the abolition of extra-territoriality, sympathizes with genuine efforts towards an awakening of China, but deprecates any hasty concession of this description.

Unemployed.

An unemployed demonstration of 4,000 persons assembled on the Embankment, and marched to Hyde Park where speeches were made appealing to the Government to deal with the unemployed question and asking the Chancellor of the Exchequer for a grant for this object.

Army Reform.

Seventy-five M.P.'s are now pledged to support Lord Roberts' Army reform scheme. A meeting to discuss the matter is arranged to be held on the 14th inst. (to-morrow).

LECTURE ON HANDEL.

PROGRAMME OF MUSIC.

Under the auspices of the Union Church Literary Club, Mr. George Grimble will to-morrow night deliver a lecture on Handel, which will be illustrated by songs and instrumental music from the works of the great composer. The programme which has been arranged will be contributed to by Mrs. J. Gordon, Mrs. Maitland, Mr. Stewart, Mr. Frank Austin, Mr. Paine, and Mr. Joki. The songs will be as follows: "Revenge! Timeous cries" from "Alexander's Feast"; "On Love's Wings" from the opera "Rodelinda"; "He was despised" from the oratorio "Messiah"; Recit: "Behold, a virgin shall conceive"; Air: "O thou that tellest glad tidings" from the "Messiah"; "Come unto Him" from the "Messiah"; "Comfort ye my people" from the "Messiah"; "Honour and Arms" from the oratorio "Samson"; "How willing my paternal love" from the oratorio "Samson"; violin, and piano solos.

THE "SUI SANG" CASE.

The boarding-house keeper—Cheung Kam Shing, of No. 4 Tit Hong Lane—who was charged some time ago at the Police Court for attempting to obtain, under false pretences, the sum of \$312 from Messrs. Jardine, Matheson and Company, and who was remanded on several occasions—was discharged at the last hearing. But on leaving the Court he was re-arrested and a charge of aiding and abetting fourteen men on board the s.s. *Sui Sang* without permission, was preferred against him, and the hearing of the case took place at the Police Court this afternoon.

Mr. H. W. Looker, of the firm of Messrs. Deacon, Looker and Deacon, prosecuted, while Mr. O. D. Thomson defended.

The defendant pleaded guilty to the charge, and after both solicitors had addressed the Court, Mr. E. A. Hazeland inflicted the maximum penalty—\$50, or in default two months' hard labour.

SHIPPING AND MAILS.

MAILES DUE.

English (*Delta*) 23rd inst. 8 a.m.
American (*Siberia*) 23rd inst.
Indian (*Arratoon Achar*) 23rd inst.
German (*Zieten*) 27th inst.
Indian (*Kutnag*) 27th inst.
Australian (*Changsha*) 2nd prox.
American (*America Maru*) 2nd prox.
German (*Prinz Waldemar*) 10th prox.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 8.20 p.m., on 19th inst.
The I. C. S. N. Co.'s s.s. *Kuangsang* from Calcutta and the Straits left Singapore for this port on 20th inst., at 5 p.m.

The s.s. *Den of Mains*, from London &c., left Singapore for this port on 19th inst., and is expected here on 23rd inst.
The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Diomed* left Singapore on 16th inst., at 5 p.m., and is due here on 22nd inst.

The M. M. Co.'s s.s. *Loongsoor* from Amoy and port of call left Singapore yesterday morning, and is due here on 26th inst.

The Imperial German Mail s.s. *Prinz Waldemar* left Sydney on Saturday, at 3 p.m., and may be expected here on 10th prox.
The P. M. S. S. Co.'s s.s. *Siberia* will sail from Shanghai on 21st inst., at 10 p.m., and is expected to arrive here on Friday night.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE ANTI-FOREIGN FEELING.

WARNING FROM JAPAN.

[From Our Own Correspondent.]

Shanghai, 21st February.

1.45 p.m.

An official communique from the Japanese Government has been issued to China on the subject of the anti-foreign spirit of the people.

Japan warns China that immediate steps should be taken towards the suppression of the movement.

[Kuter's.]

Germany and France.

LONDON, 19th February.

The Kaiser has received Baron de Courcel, the special French Envoy, on board a German warship at Copenhagen, showing him marked courtesy.

The German Navy.

It is stated that the King of Denmark has been made an admiral of the German navy.

Later.

The Opening of Parliament.

Parliament was opened with the usual ceremony, but it was shorn of some of its splendour owing to the Court mourning and the absence of the Queen, the Prince and Princess of Wales and the Duke and Duchess of Connaught.

The King walked with a stick, but looked remarkably well, and read the speech in a loud and strong voice.

The Chinese in the Transvaal.

Sir Henry Campbell-Bannerman has announced that Chinese in the Transvaal, desirous of returning home, will not be detained against their will.

The Imperial Government will provide funds to repatriate them, and will disallow the judicial punitive methods sanctioned by the recent amending of the ordinance.

Mr. Chamberlain, in the House of Commons, and Lord Lansdowne in the House of Lords have challenged the Government to express their views regarding the Chinese slavery election posters.

Austria-Hungary.

The Budapest Diet is surrounded by troops.

The Royal Commissioner sent in a rescript dissolving the Diet, reserving the question of summoning another.

The Lower House unanimously returned the rescript unopposed, and adjourned.

The commissioners of the Delegate subsequently read the rescript to an empty house and the troops cleared out, and the officials sealed the doors.

MISSIONARIES OF THE FATHERLAND.

The service circular which the German Government has just despatched to all its consular officers in foreign countries sets an example which our own authorities should not be slow to follow, the *Pall Mall Gazette* observes. The German Consul has always been recognised by his countrymen as the first aid to foreign trade, and the circular now bids him to be even more enterprising in reporting to Berlin opportunities for commerce which might occur in the country or district in which he is resident. He is to place himself unreservedly at the disposal of any of his countrymen, being manufacturers or merchants, who might call upon him or otherwise require his assistance, and he is instructed to give advice or introductions in any case in which they might be needed. A similar circular was issued two years ago, but it was not so peremptory or specific in its general instructions as the present one, leaving, as it did, much to the personal initiative or discretion of the Consular officer himself.

It now appears, however, to be plainly the intention of the German Government to make of the Consul a trade missionary as well as a "semi" diplomatic representative. Yet nothing has been done, nor does anything seem likely to be done at present to amend the absurd regulations which more or less compel all our own Consuls to refuse information except that it be sent through the agency of their annual reports to the Foreign Office. Inquiries may, it is true, be sent direct to a Consular officer, but the restrictions imposed upon the manner and extent of the reply are such as to make the information given very rarely of any real value.

Finally, German Consular officers are encouraged to send home by any means any news of trade opportunities which might be of value to manufacturers and exporters, while it is on record that more than one British Consul has been censured by the authorities in Downing-street for communicating commercial intelligence in response to inquiries, because such intelligence has subsequently appeared in the Press.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CONDITION OF HONGKONG STREETS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Now that the visit of Prince Arthur and the faces are past, the authorities might give some attention to the streets, especially Queen's Road West. This thoroughfare has been in a horrible condition for some time past, and it is only within the last week or so that any steps have been taken to remedy the defects. Even at present the sidewalks are a disgrace and it is wondered at that they cannot be remedied.

As for the streets themselves, why should they not be in first-class condition at all times? The traffic is light, practically nothing compared to other cities the size of Hongkong, and yet the highways have to be kept in continual repair. What would happen if we should have heavily laden trucks? I hesitate to reply, but it seems there would be a continual sea of mud, let alone pavement of any sort.

Also, why is there so much delay in repairing when pipes have been put underground? People seem to take their own good time in this matter, and it is often months before the thoroughfares are respectably passable, and then they are repaired in a manner which compels them to be relaid over again.

Take, for instance, Wellington St.; if there ever was a case this is one; also the streets adjoining for they are about the worst in the city. Connaught Road might also be included, for from the Canton and Macao pier, east, the sidewalks have been, or been not, relaid in any suitable manner. Why is there not some law regarding the manner of paving, also a time limit of some character?

And again: why is it allowable for coolies to carry cumbersome loads and wear their large broad hats on the sidewalks? Such a thing is strictly prohibited in all large cities, and there seems to be no reason why such should not be the case here.

It is not only a menace to the public, but a perfect nuisance.

In the recent Ordinance it has been prohibited, temporarily; why not make it permanent?—I am, etc.,

RATEPAVER.

Hongkong, 21st February, 1906.

ADMIRAL NOEL IN DANGER.

IN COLLISION WITH AN ELECTRIC CAR.

What might have proved a very serious accident occurred just in front of the entrance to the British Legation on the 27th ult., says the *Siam Observer*. Mr. Ralph Paget, H.B.M. Minister, and Admiral Sir Gerard Noel, were starting out for the Royal Bangkok Sports Club Gymkhana at Sapatoom in Mr. Paget's motor-car, which he was driving himself. They emerged from the Legation grounds by the gate to the north side of the Queen Victoria Memorial and were run into by a tram-car, the second of two proceeding city-wards at apparently their usual speed. The motor-car had one of its wheels knocked into pieces and its front portion considerably damaged but fortunately neither the British Admiral nor Minister was injured in any way. The whole thing seems to have been caused by the carelessness of the tram-car driver as, had he been on the look out, he must have seen the motor coming through the open rail work or through the southern gateway. Had the car gone through the latter it would have been different as there the trees and buildings to some extent mask the view of the roadway. As it is there is a nice little bill for someone to pay, to say nothing of the vexatious delay to Mr. Paget in having his car laid up for repairs for perhaps three months or so.

THE EFFECTS OF THE CHINESE BOYCOTT.

PACIFIC COAST FLOUR MILLS PARTLY CLOSING.

The Seattle *Post-Intelligencer* states that the Chinese boycott is injuring the business of the merchant millers on the Pacific Coast, according to the statements of men connected with the flour-milling industry. A representative of the Hamford Milling Company said on Jan. 6: "To give you an idea of how our business has suffered, I will say that we have not sold anything in China since the end of last September. Most of our business is transacted through our brokers in Hongkong, but during this boycott a few of the merchants out there who formerly bought from them have ordered small quantities from us direct. Our Japanese is holding up nicely; in fact, we received a cable this morning for 20,000 barrels to go there. All the business we will get from Japan will not be sufficient to keep us running full blast, however, and if the boycott is in existence at the end of thirty days we will simply be forced to run only one side of our mill." When asked from what country the Chinese were buying their flour at present, he said: "Most of it is being purchased from the Australian mills at £8 15s. a ton, delivered. Mr. Ostrander, of the Centennial mills, told practically the same story." "According to cable advices received within the past week," he said, "the conditions in Southern China are no better. I understand, however, that there is a commission on their way to this country to present their case before Congress, and I believe they will succeed in their endeavour to have the proper treatment accorded to the representative class of Chinese who come over here. I am thoroughly conversant with the conditions governing this boycott; and I know that the Chinese Government does not expect us to allow the coolies to land here. They do insist, however, upon a square deal when it comes to such of their people as students and merchants."

MARTIN'S TABLES.

Although the adoption of the metric system has been under consideration for a considerable period now, Great Britain still clings to the pounds, shillings and pence, rather than adopt a standard of tens. Those who have lived in the East know how much easier it is to calculate values in dollars and cents than in the currency of the United Kingdom, but the people of the old country were ever averse to change. In measurements, also, the simplicity of metres and kilometres is so generally recognised that engineers prefer that method of calculation to yards and feet. Mr. Alfred J. Martin is an enthusiast in advocating the metric system and for a number of years he has been publishing a book entitled "Martin's Tables," which gives both methods of calculation in all forms, and proves conclusively the superiority of the "one language in commerce" system to the intricate processes which have to be overcome by the British schoolboy and merchant. Some time ago the Colonial Office invited the Governors of British colonies to state their views as to the advisability of adopting the metric system. The reply from this Colony was: "Hongkong would take action with other colonies." Martin's tables is a mine of information on every conceivable subject connected with measurements and calculations. It is published by Mr. T. Fisher Unwin, 1 Adelphi Terrace, London, W.C., and 26.

PAHANG GOLD MINES.

REDUCTION OF OUTPUT.

The Raub gold output for December, states the *Pahang correspondent of the Straits Times*, is returned as 591 ounces from 3,666 tons of ore treated, valued at approximately \$21,000, the 2½% royalty on which would be \$525. From the published figures for last year, it appears that the export of gold from Pahang has fallen off considerably as compared with the year previous to that. In 1924, 18,004 ounces were obtained, but in 1925 only 9,661—a reduction of almost half; this is due to Raub being now the only working gold mine in the State, and to the list of closed mines being a long one—Panjung, Selensing, Kechan, Tekkal, Tul, and Sepan. This is the first time during the past eleven years that the gold export has failed to reach five figures, and, in this connection, it is interesting to note that the total output for the last 16 years, (that is, since the commencement of British Protection), had 231,269 ounces, or an average of 14,454 a year.

THE NICARAGUAN CANAL.

STRANGE TALE OF A JOINT ENTERPRISE BY BRITAIN AND JAPAN.

The *Japan Times* reproduces from a South-American journal the following story, which is alleged to have been obtained from a confidential source:—It is stated in private circles that Great Britain and Japan are proposing to unite in the building of a great ship canal across Nicaragua, the capital to be supplied by Great Britain and the labour by Japan, which will utilise, in this way, the services of thousands of her soldiers now returning from Manchuria. This canal, it is confidently believed in London, could be constructed years before the Panama Canal was ready for traffic. And it is said that the British Government regards the work as essentially a great strategic undertaking, it being certain to enhance the effective power of the natives of the two nations. Japan, who has already planned for increased trade with South-America, would make large use of the canal. The matter is of the greatest interest to Central America as well as to the great nations of the world. It will be interesting, the *Japan Times* remarks, to see how resident Roosevelt will receive this implied challenge from Lord Lansdowne. British interests in Nicaragua and vicinity are large, for Central America owes huge debts in London.

THE SEIZURE OF DOLLARS CASE.

IMPORTANT RULING.

Judgment was delivered by the Court of appeal in the Straits Settlements in the case of the exportation of Straits dollars which, it will be remembered, created a great sensation last year among the Chinese merchants of Penang and the Straits generally. On the 20th January, 1905, one Khoo Sen Yern, a member of the firm of Jin Yio Long & Co., remitted in the ordinary course of business the sum of \$5,000 to Hongkong, but prior thereto he called on and obtained from Messrs. Adamson, Gilliland & Co., agents in Penang for the P. & O. S. N. Co., a permit for the shipment of the said dollars, which permit was duly signed by the Harbour Master and by the Assistant Treasurer of the Government at Penang, duly authorised thereto and then exchanged by the said Messrs. Adamson, Gilliland & Co. for a shipping order. The defendants say that the said permit, which is now in the possession of the Registrar of Imports and Exports and in pursuance of which the said dollars were shipped by them, gave them all the authority necessary (if any were necessary) to send the said dollars to Hongkong. These dollars in the course of transit were seized in the port of Singapore and detained.

The case first came before Mr. Justice Fisher and judgment was delivered by the learned judge on the 15th November last year, wherein he held that the seizure was lawful.

The defendants appealed against the decision contending that the seizure was contrary to the provisions of the Ordinance XXIV of 1903 or to the provisions of the prohibition in Government Notification, No. 67 of 1905, or contrary to law.

Judgment in the above case was delivered on the 6th inst. the Court being of opinion:—That it was a condition precedent to the order published in the Gazette of 16th January, 1905, having any force that it should be approved by the Secretary of State; that until such approval was given the order had no force and effect and that nothing done subsequently could give it force or effect on a date earlier than that of the approval. Under the circumstances therefore of this case the seizure of the dollars in question was illegal and the plaintiff's claim cannot be allowed.

THE ALGERIRAS CONFERENCE.

SOME POINTS AT ISSUE.

Nothing has ever shown the absolute hypocrisy of all Europe more clearly than the Conference at Algieras, with the possible exception of the international filibustering expedition to China a few years ago. Germany, France, England, Spain, and the rest of the Powers are to assemble to dispose of the future of a country which neither desires nor needs their interference. As far as is to be discovered from the various "white" and "yellow" and "blue" books, published by the various Governments, the one Power (sic) which is to have no say is Morocco herself. The only people whose interests are not to be consulted are the Moors.

It cannot be said that the interior condition of Morocco constitutes a menace to Europe. We have yet to learn, writes R. B. Cunningham-Graham in the *London Morning Leader*, that a Moorish army is likely to threaten France, Spain, or Great Britain. The Rif pirates have long disappeared. In the country itself there have been no murderous outrages on Europeans. At least two-thirds of the claims that the various Governments have presented to the Sultan on behalf of their subjects are bogus. Life and property are no more unsafe in Morocco than they have been for the last five hundred years.

If the interest on the different loans, granted to the Sultan, is in danger, it deserves to be so, as the rate at which they were obtained is scandalously high, and the conditions extremely onerous. The Moor, Arab, or Berber who would ask for European intervention is not yet born. The conditions of life, though not fitted for Europe, do not appear unbearable to the inhabitants of the country themselves.

THE CONTENTED MOOR.

Knowing many parts of the empire well, I am in a position to state that as regards money, the Moors are better off than they have been for long, for no taxes have been collected for at least three years. Possibly the Sultan and his Court are in difficulties; but they deserve to be so, as they have wasted their money in buying futile European toys instead of useful agricultural implements. They have frittered away the treasure that should have been devoted to making roads and bridges, and drilling and equipping their army, in balloons, in diving-bells, in automata, in sweetmeats, in motor-cars, in photographic apparatus, in cinematographs, and in folly of all sorts and of every degree.

It is true that there is a rebellion which has lasted several years; that there is a person whom European newspapers have dignified with the name of "the Pretender," in the field. But this rebellion has damaged no European, either in person or in property, to any great extent. As for the "Pretender," to the Moors he is unknown by that name. They know him as El Roqui (The Common One), and remember that such persons have appeared periodically in the history of their land, that they have endured for a season, and then fallen into oblivion.

To readers of the newspapers, Morocco appears a country given over to battle, to murder, and to sudden death. In reality it is much as it always has been for ages past. Certain roads, as that from Tangier to Tetuan, are closed, or were so, at least, in July of last year, when I was there. Others are as safe as Piccadilly, and any tourist can go, taking with him wealth in guns, in horses, and in money (which seems enormous to Moors), to Fez or to Marrakesh, almost as safely as he can go from London to Edinburgh or to Inverness.

The central government being weak, and the ruler more occupied in taking photographs and looking at dissolving views than mounting barbed steeds, the tribes take the opportunity to settle all old grievances. In doing so they interfere with no one outside of themselves, and kill but few of one another, owing to their cautious way of making war. So much, then, for the interior condition of the land, as it appears to me. What, then, are the reasons for the conference?

WHAT THE NATIONS WANT.

In the first instance, France wants to join her flots to the frontiers of Tripoli and Tunis, to the Senegal. A fair enough ambition, and one that we, who poured out blood (the blood of others chiefly) for the same reason in the Sudan, cannot but justify.

France certainly had raids upon the western frontier of Oran, which gave her reason to complain. But, after all, they were but cattle raids, and the tribal fights which rose from them were inconceivable. Still, she can fairly ask for leave to police her frontier, and without leave has always done so for the last ten years, annexing here and there a bit of territory by force or stealth, just as we now and then quite inadvertently (as it appears) allow the Union Jack to float out from a flagstaff on the bench of some quite unconsidered island or another, which shortly serves us as a coaling station.

Spain, for four hundred years, had held various possessions on the Moorish coast. She has the right to them as we have to Aden and to Gibraltar—that is, she holds them by the sword, and quite against the wishes of the Moors. They are of little value, either to her or anybody else, for it should never be forgotten that in the main Morocco is a poor and barren land, with bits of fertile plains between its mountains, but without minerals, except in the mind's eye of certain company promoters and the like. Spain, though why nobody can tell, has always looked upon Morocco as her outlet, though it is pretty thickly populated. Even when she had almost all America still turned to Morocco with regret—a monomania, resembling that of him who has a handsome wife, and yet looks ever amorously upon his housemaid, though she is dirty and a slut. Still, Spain has several thousand subjects scattered up and down about the ports, and congregating in and about Tangier, which in a measure gives her a claim upon the place. Most of her subjects are miserably poor, and how they live, or why they came, or

stay, no one can tell. Still, they are pleasant, merry, hardworking men enough, and blend far better with the Moors than either Germans, English, or the French, and make a better blot upon the landscape than the rest.

WHAT THEY MIGHT DO.

Germany is in a different case. Her emperor, with his hands tied in Europe by the Socialists, made the excursion that is now history, I suppose, into Tangier. He came, he saw, and went away again. No doubt he would have liked a port, say Casa Blanca, or, perhaps, Mogador; but the bluff failed, and he was ejected for the nonce.

We virtuously gave up our claims, such as they were, for other claims possessed by no one, in another place. In our fell haste to settle all in Egypt, we forgot to stipulate that Tangier should be neutralised, which we could easily have done, as Russia at the moment did not count. Now France and England practically can do anything they like.

They hold the Sultan in the hollow of their hands. What they do not hold is the people of the land.

Ten million men, mostly well armed with modern rifles in a country compared to which the Transvaal was a bowling-green, and who all hate a foreigner more than they hate the devil, may present complications which it would not be profitable for anyone to solve.

What can be done at Algieras (for the Moors) is little, for they want nothing from us but to be left alone. True, we can stop the Sultan getting money unless he uses it to benefit the country, and not for follies for himself. We ought to stop the drink traffic, but I suppose it will not even be discussed.

We might abolish the Protection system, which as it stands, is a disgrace. Foreigners living in Morocco should be taxed. They now escape scot-free. The reason is because the countries that they come from all are strong, and that Morocco is too weak to stand up and protest against this, scandal, and against many others which exist. France might be left the right to police her frontier, but the police force for Tangier ought to be Belgian, Danish, Dutch, or come from some small country without the strength to interfere except under protection from the European Powers. We ought to stand up for a perpetual economic open door, and even yet strive to get Tangier neutralised, remembering that a strong Power with an effective fleet, which held the place, could close the straits, and make Gibraltar of as little use as Easter Island or the Old Man of Hoy.

"MEKTULE."

The army might be reorganised by officers of several of the Powers, though France, no doubt, will want it in her hands. The Sultan ought to be helped to put the Roqui down, and shown how to frame some sort of reasonable taxation scheme, for at the present time he has no revenue. Concession-mongers of all kinds ought to be dealt with shortly, with all those who sell the natives drink and rifles on the sly. If what I hint at briefly should be done, the conference could do but little harm. But as it probably will look upon Morocco but as a field for international exploitation of the unlucky Moors, I fear the worst.

Three of the European Ministers, the British, Spanish, and Italian, know the country well. Count Tattenbach also must have learnt not a little in his six months at Fez. The rest are merely, so to speak, bottle holders for their respective principals, and their part will be small. Once more the European nations have a chance to prove their faith and honesty.

What will they write upon the slate? Will it be China once again, or what? In any case, nothing they do, even if all act for the best, can really benefit the Moors.

They will smile quietly, and say "Mektule," that is, it is all written. And Allah, I suppose, will look down frostily through the clear air, all unconcerned.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/01
Do. demand	2 0 15/16
Do. 4 months' sight	2 14
France—Bank T.T.	2 62
America—Bank T.T.	501
Germany—Bank T.T.	2 12
India T.T.	542
Do. demand	542
Hongkong—Bank T.T.	713
Singapore T.T.	138 1/2 prem.
Japan—Bank T.T.	101
Yan—Bank T.T.	242

Buying.

1 months' sight L/C.	2 11
3 months' sight L/C.	2 11
30 days' sight San Francisco & New York	2 11
do.	2 11
30 days' sight	2 11
30 days' sight Sydney and Melbourne	2 11
1 months' sight France	2 65
3 months' sight	2 65
4 months' sight Germany	2 18
for Silver	301
Bank of England rate	4 2
Sovereign	9 58

To-day's Advertisement.

THEATRE ROYAL, CITY HALL. HONGKONG AMATEUR DRAMATIC CLUB.

"PRINCESS TOTO."

A Comic Opera in Three Acts. By W. S. GILBERT, will be produced TO-NIGHT, (WEDNESDAY), 21st February.

Prices ... \$3, \$2 and \$1. Sailors and Soldiers in uniform half-price to Pit and Pit Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M. M. S. NORTHCOTE, Business Manager. Hongkong, 21st February, 1906. [192]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A

MUSICAL TRIUMPH.

You should hear it.

RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED

EUROPEAN MAKERS.

"OWN MAKE"

IN SOLID TEAK.

Embodying the

MINIMUM

OF COST

WITH THE

MAXIMUM

OF EXCELLENCE

\$375 AND UPWARDS.

"VICTOR TALKING" MACHINES.

WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February, 1906

138



Trade

Mark

TELEPHONE No. 135.

THE DISTILLERS COMPANY LIMITED,

Edinburgh, Glasgow,

London.

GINS

PER

DOZEN

\$8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th December, 1905.

[41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DIOMED"	22nd February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	13th "
GLASGOW and LIVERPOOL	"KEEMUN"	17th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "

The S.S. "Diomed" left Singapore on the 16th inst. at 5 p.m. and is due here on the 22nd.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	27th February.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
GENOA, MARSEILLES & LYON	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
GENOA, MARSEILLES & LYON	"AGAMEMNON"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th March.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	25th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO and CHEFOO	"HUPEH"	22nd February.
TIENSIN	"CHILIT"	23rd "
SWATOW and TIENSIN	"KEWCHOW"	24th "
NINGPO and SHANGHAI	"KINGPO"	25th "
MANILA	"TEAN"	27th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TSINAN"	28th "
CEBU and ILOILO	"KATONG"	6th March.
CEBU and ILOILO	"SUNGKIANG"	7th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st February, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodgers	MANILA via AMOY	FRIDAY, 23rd February, at 10 A.M.
RUHI	2540	R. Almond	MANILA	SATURDAY, 3rd March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th February, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TSL TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

Dr. M. H. OHAUN,
THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY.
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion,
at the following rates: 1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents; Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin, and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

S.M. WANG CO.

Hongkong, 22nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T.R. MEAD.

"KWONG TUNG" 1,238 H.W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	THURSDAY, 22nd Feb., 3 P.M.
SHANGHAI via SWATOW	"YIKSANG"	FRIDAY, 23rd Feb., Noon.
MANILA	"LOONGSANG"	SATURDAY, 24th Feb., 4 P.M.
SHANGHAI	"HANGSANG"	SATURDAY, 24th Feb., 4 P.M.
S'GAPORE, SRABAYA & SAMARANG	"CHUNSANG"	TUESDAY, 27th Feb., 3 P.M.
SANDAKAN	"MAUSANG"	WEDNESDAY, 28th Feb., 3 P.M.
TIENSIN	"WOSANG"	THURSDAY, 1st March, 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 21st February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Mettenhain	THURSDAY, February 22nd, 5 P.M.
"ARAGONIA"	5,196	Ernst	March 11th.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.

The S.S. "Nicomedia" left Portland on the 13th instant, and is due here about March 13th.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLARG,"

Captain Baird, will be despatched as above,
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th February, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont	9,606	T. W. Garlick	26th Feb.
Lyra	4,417	G. V. Williams	—
Shawmut	9,606	E. V. Roberts	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 20th February, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ST. GEORGE"	24th February.
"SHIMOSA"	to follow.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 20th February, 1906.

Shipping—Steamers.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE,"

Captain J. McGillivray, will be despatched as
above, on or about THURSDAY, the 22nd
February, 1906.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 20th January, 1906.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain T. P. Babu, will be despatched as above,
on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th February, 1906.

HAMBURG-AMERIKA LINE.

REGULAR SERVICE TO

WLADEVOSTOCK.

S.S. "SLAVONIA,"

Capt. Porzilius, 26th February, (via Nagasaki).

S.S. "DAPHNE,"

Capt. Schipper, 4th March, (via Shanghai).

The steamers have superior First-class Accom-
modation for Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 20th February, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA"

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 20th February, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 19th February, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Matapan* and from Havre ex
s.s. *Matapan*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the Hongkong and/or
extra hazardous Godowns of the Hongkong
Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned: Goods remaining unclaimed after
MONDAY, the 26th February, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 25th February, or they will not be re-
cognised.All damaged packages will be examined on
MONDAY, the 26th February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th February, 1906.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA"

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.S. SILVERSTONE,
Acting General Agent.

Hongkong, 15th February, 1906.

Consignees.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SILEZIA,"

[illegible]

